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SUBJECT Improvement of East German Railroad Lines

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The Directorate General, Railroads, Berlin:

- a. A sum of 40 million eastmarks was approved for earth-moving work on the Eberswalde-Drewenberg railroad line. Work on the construction of the permanent way of this line will be postponed, as the rails and ties required for a trackage of about 43 km are not available for the time being.
- b. The first installment, 0.8 million eastmarks, was made available for the improvement of the Fuerstenberg/Oder railroad station.
- c. The connecting curve near Eberswalde has been completed. However, the operations on this curve are restricted, as the safety installations required are not available to date. (1)

2. In late April, the allocation of the following amounts of eastmarks was approved for railroad construction work:

- | | | | |
|----|---|------------|-----|
| a. | Crossing loop at Wuestenfelden on the Greifswald-Stralsund railroad line: | 212,000) | |
| | Crossing loop at Kleinbuenzow on the Anklam-Greifswald railroad line: | 120,000) | (2) |
| b. | Improvement of the facilities at Sassnitz Harbor: | 672,000) | |
| | Spent by 31 December 1951: | 577,000) | |
| | Improvement of bank (sic; coastal?) defense at Sassnitz harbor: | 700,000) | (3) |
| | Spent by 31 December 1951: | 666,000) | |
| c. | Improvement of the Templin-Prenzlau railroad line: | 17,600,000 | |
| | To be spent in 1952: | 7,600,000 | |

The line is scheduled to be opened to traffic in 1952, and safety installations on it are to be improved in 1953. (4)

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- d. Construction of two new tracks at the Wriezen railroad station 107,000. Many tracks were dismantled at the Wriezen railroad station in 1945 and 1946 so that the station was no longer able to handle the traffic passing through it. (2)
- e. Rail link near Altstrelitz between the Neustrelitz-Fuerstenberg and the Neustrelitz-Wittstock railroad lines 3,000,000

Surveying work on the connecting curve is completed. (5)

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3. [] on 14 April that the rails for the connecting curve near Britz had not been laid. Only the field railway equipment of the Bau-Union firm was observed at the construction site. (2)
4. The railroad ferry at Wolgast has resumed operations. However, only one locomotive is available for ferrying operations for four hours every day. For this reason, only six railroad cars can be handled in each direction daily. This delays railroad freight traffic to Zianowitz. (6)
5. Another 180 km of trackage is scheduled to be dismantled at railroad stations in the Russian Zone of Germany. (7) Part of the material obtained is to be used for the construction of a second track on the Grossbeeren-Michendorf railroad line. Work on the construction of this track has been started.
6. The staking out of the connecting curve between Karow and Buch was completed in April 1952. Construction work on this curve was to be started in early May 1952 and completed in October 1952. The Bau-Union firm is Brandenburg (10) was given the order for the execution of this project. (1)

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7. On 3 May, [] the permanent way of the connecting curve near Eberswalde was nearing completion. The connecting curve was scheduled to be opened to traffic during the month of May. (1)
8. The course of the Templin-Prenzlau railroad line has been determined. As far as a point immediately northwest of Prenzlau, the line will use the previously existing embankment. The connecting curve will be shifted some 100 meters away from the Prenzlau railroad station. This will make it possible to assemble freight trains of more than 80 axles. (1)
9. The temporary bridge across the Grenzgraben on the Angermünde-Ostalsund railroad line is being replaced by a permanent structure.
10. The following amount of trackage will be dismantled at railroad stations of the various railroad districts:

Berlin railroad district	30.61 km
Cottbus " "	10.71 "
Dresden " "	36.00 "
Erfurt " "	25.00 "
Greifswald " "	10.70 "
Halle " "	28.50 "
Magdeburg " "	25.00 "
Schaerlin " "	13.45 "

Total: 180.00 km (7)

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the improvement of the Guben border crossing point.

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Rail shipments for the Eisenhuettenskombinat Ost near Fuerstenberg/Oder arriving from the east are still being handled by the Frankfurt/Oder railroad station. In the future, those shipments are to be directed through Guben, where two locomotive columns of 30 locomotives each are to be stationed. (8) This plan requires extensive track construction work at Guben and the improvement of locomotive maintenance facilities there. This improvement requires the investment of an estimated 45 million eastmarks, of which 8 million are to be spent in 1952. Work to be executed by late 1952 includes: construction of about 6 km of trackage and 26 hand-operated switches, double-tracking of the railroad bridge across the Schwarzes FlieB River, and construction of a section of an approach track; construction of a section of a new locomotive maintenance shop with the traveling platform, the transformer station, two engine sheds with 16 stalls each, a coaling station, an ash pit, a fuel dump, a turntable, 26 meters in diameter and a water tower with a capacity of 400 cubic meters. (9)

Comments.

- (1) [redacted]
- (2) [redacted]
- (3) This item refers to the railroad ferry connection between Sassnitz and Trelleborg in Sweden. The railroad ferry has a capacity of 12 railroad cars, and the distance between Sassnitz and Trelleborg is about 100 km. [redacted]
- (4) Information on the reconstruction of the dismantled single-track Templin-Prenzlau railroad line, which is of importance for traffic to the Templin troop training grounds was transmitted previously. [redacted]
- (5) Information on the planned construction of this connecting curve was transmitted previously.
- (6) This ferry is the only railroad connection to the Isle of Usedom at the mouth of the Oder River. The former Ducherow-Usedom railroad line and the railroad bridge over the Peene River near Karnin have been dismantled.
- (7) [redacted] 25X1
- (8) It is undetermined whether the locomotives of these two locomotive columns will be taken from the equipment of the five operative locomotive columns or the six reserve columns, whose locomotives are being kept cold at various railroad stations. Ore is delivered to the Eisenhuettenskombinat Ost by the U.S.S.R. At present, all these ore shipments are directed via Frankfurt/Oder.


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(9) The plan also contains a timetable for the execution of the various construction projects at Guben. Information on the improvement of the Guben railroad station, which is of importance for Soviet transit traffic, was transmitted previously. For last report, . For

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(10)  Comment: Probably Baubetrieb Brandenburg (VVB Bau-Union Ost).

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